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STATEMENT OF FBI DIRECTOR WILLIAM S. SESSIONS.

11/14/91

IN THE LATE EVENING ON DECEMBER 21, 1988, WHEN DETAILS BEGAN TO BE RECEIVED IN THE UNITED STATES THAT PAN AM FLIGHT 103 HAD DISAPPEARED OVER SCOTLAND, THE FBI IMMEDIATELY INITIATED A PLAN OF ACTION. THE FBI LEGAL ATTACHE ASSIGNED TO LONDON WAS DISPATCHED TO LOCKERBIE TO OFFER ASSISTANCE AND TO BEGIN WORKING WITH LOCAL INVESTIGATORS.

IMMEDIATE ARRANGEMENTS WERE MADE FOR AN FBI AGENT TO BE ASSIGNED TO LOCKERBIE TO PROVIDE ON-SITE ASSISTANCE AND COORDINATION TO THE SCOTTISH POLICE. THE FBI PROVIDED THE SCOTTISH POLICE WITH EXPLOSIVE EXPERTS AND SPECIALISTS FROM THE IDENTIFICATION DIVISION DISASTER TEAM.

THIS EARLY, CLOSE RELATIONSHIP, WAS THE FRAMEWORK FROM WHICH THIS MASSIVE INTERNATIONAL INVESTIGATION WAS BUILT. FOR ALMOST THREE YEARS, THE FBI AND SCOTTISH POLICE WOULD CONDUCT INVESTIGATIONS THROUGHOUT THE WORLD OFTEN UNDER DIFFICULT CIRCUMSTANCES. IN ADDITION TO THE SCOTTISH POLICE, INVESTIGATORS FROM WEST GERMANY, SWEDEN, SWITZERLAND, MALTA AND A NUMBER OF OTHER COUNTRIES PROVIDED ASSISTANCE, FORMING THE LARGEST INTERNATIONAL TERRORISM INVESTIGATION EVER CONDUCTED. MOST IMPORTANT IS THE COMMITMENT AND PERSEVERANCE OF THE INVESTIGATORS THAT HAVE BROUGHT US HERE TODAY.

CONSIDER FOR A MOMENT, IN EARLY 1989, THE NUMEROUS THEORIES THAT ABOUNDED REGARDING WHO WAS RESPONSIBLE FOR THIS HORRIBLE CRIME. INCLUDED AMONG THOSE THEORIES WAS SPECULATION THAT SOMEHOW A PASSENGER COULD HAVE BEEN INVOLVED UNWITTINGLY IN FACILITATING THE INTRODUCTION OF THE EXPLOSIVE DEVICE ONTO THE AIRPLANE. EACH AND EVERY ONE OF THESE THEORIES WAS INVESTIGATED BY THE FBI AND THE SCOTTISH POLICE IN PURSUIT OF THE TRUTH. AFTER EXHAUSTIVE INVESTIGATION IT CAN BE STATED WITH UTMOST CERTAINTY THAT NO PASSENGER OR AIRLINE EMPLOYEE ON PAN AM 103 WAS INVOLVED EITHER WITTINGLY OR UNWITTINGLY IN THIS CRIME. THE UNRELENTING PERSISTENCE OF THE INVESTIGATORS TO DEVELOP THE FACTS HAS SUCCESSFULLY RESULTED IN THE INDICTMENTS ANNOUNCED TODAY.

OVER THE PAST THREE YEARS I HAVE HAD SEVERAL MEETINGS WITH THE FAMILIES OF THE PAN AM VICTIMS. WHILE I COULD NOT DISCUSS THE DETAILS OF THE CASE, I TRIED TO EMPHASIZE THE PAINSTAKING AND LONG TERM DEMANDS OF COMPLEX TERRORISM INVESTIGATIONS. I ASKED THE FAMILY MEMBERS TO CONTINUE TO TRY TO UNDERSTAND THE TEDIOUS NATURE OF THE CASE. CLEARLY, WE ALL SHARED A FERVENT DESIRE TO BRING THE PERPETRATORS OF THIS HORRIBLE ACT TO JUSTICE.

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ALTHOUGH TODAY'S INDICTMENTS ARE A MAJOR BREAKTHROUGH, THEY DO NOT SIGNAL THE END OF THE INVESTIGATION. THE FBI WILL REMAIN COMMITTED TO THIS INVESTIGATION AND WILL PURSUE A COMPLETE RESOLUTION OF THIS HEINOUS CRIME.

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(Name of Office) Pan Am Flight 103

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SAC/AM - 199-0-285

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BC-USA-LOCKERBIE-TEXT

TEXT OF JUSTICE DEPARTMENT STATEMENT ON LOCKERBIE INDICTMENTS

WASHINGTON, Nov 14, Reuter - Following is the text of a statement made by acting U.S. Attorney General William Barr on Thursday regarding indictments issued in the fatal bombing of Pan Am Flight 103 in December 1988. (about 910 words)

Good morning. On December 21st, 1988, a terrorist bomb destroyed Pan Am Flight 103 over Lockerbie, Scotland, murdering 259 persons abroad the flight and 11 persons on the ground.

For three years the United States and Scotland have been conducting one of the most exhaustive and complex investigations in history.

Today we are announcing an indictment in the case. We charge that two Libyan officials, acting as operatives of the Libyan intelligence service, along with other co-conspirators, planted and detonated the bomb that destroyed Pan Am Flight 103.

At this moment, Lord Fraser, chief prosecutor of Scotland, is announcing parallel charges. I have just telephoned some of the families of those murdered in Pan Am Flight 103 to inform them, and the organisations of survivors, that this indictment has been returned. Their loss has been ever-present in our minds.

The task force created by the United States and Scotland to solve the bombing performed magnificently. The FBI and Scottish police conducted a brilliant and unrelenting investigation.

U.S. and Scottish prosecutors guided the investigation with superb skill. Forensic scientists from the United Kingdom and the United States made contributions of the highest order.

I cannot say enough to praise the work of all involved. For their leadership and hard work, I want to pay special tribute this morning to the Assistant Attorney General Bob Mueller and the staff of the Criminal Division of the Justice Department.

And U.S. Attorney for the District of Columbia, and his staff. And assistant director of the FBI, Bill Baker, and the skilled agents and staff of Judge Sessions' FBI.

And in Scotland, to Lord Fraser, and the Scottish police, particularly Scottish police officials John Boyd, George Esson and Stuart Henderson.

This investigation is by no means over. It continues unabated. We will not rest until all those responsible are brought to justice, and we have no higher priority.

The defendants we indict today are Abdel Basset Ali Al-Megrahi and Lamem Khalifa Fhimah, officers and operatives of the Libyan intelligence agency. These defendants are fugitives from justice.

Here is what the indictment charges. The defendants and co-conspirators made a bomb of plastic explosive and a sophisticated timing device and placed it in a Toshiba portable radio cassette player. The radio was put into a Samsonite suitcase.

On December 20, 1988, the defendants flew from Libya to Malta, where one of them had recently worked for Libyan Arab

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Airlines and had access to the baggage tags of another airline, Air Malta. By using stolen Air Malta baggage tags, the defendants and their co-conspirators were able to route the bomb-rigged suitcase as unaccompanied luggage.

The suitcase was put aboard an Air Malta flight that went to Frankfurt, Germany. At Frankfurt, the suitcase was transferred to Pan Am Flight 103-A to Heathrow Airport in London. At Heathrow the suitcase containing the bomb was placed aboard Pan Am 103. It exploded approximately 38 minutes after Flight 103 departed for New York.

Pan Am Flight 103 was at an altitude of six miles when the bomb detonated. Pieces of the jetliner were scattered over an area of 845 square miles. Scottish authorities immediately started conducting the most extensive crime scene investigation ever carried out. They searched the entire 845-square-mile area inch by inch, month by month -- fields, forest, lakes and towns. And they found bits of evidence that proved to be critical to the investigators and forensic scientists in solving the case.

After laborious analysis and reconstruction, it was determined that the bomb had been in the suitcase in a large aluminum baggage container in the aircraft forward cargo hold. It was found that the bomb was composed of 10 to 14 ounces of plastic explosive.

The methodical crime investigation yielded a tiny small fragment, smaller than a fingernail, that had been driven by the blast into the large cargo container. Forensic experts determined that this was part of the circuitboard of the Toshiba radio. A fragment of green circuitboard, also smaller than a fingernail, was found in a piece of shirt that had been in the suitcase containing the bomb. Scientists determined that it was part of the bomb's timing device and traced it to its manufacturer, a Swiss company that had sold it to a high level Libyan intelligence official.

The path of the deadly suitcase was reconstructed. With the help of many countries investigators were then able to develop the remainder of the evidence leading to today's indictment.

This has been a case of incredible complexity and, as you can see, it required a painstaking, long-term investigation of the utmost diligence and attention to the smallest detail.

Although this investigation is continuing and will be pursued unrelentingly until all responsible are brought to justice, today's indictment is a landmark and sends a powerful message. We have the resolve and we have the ability to track down, no matter how long it takes, those responsible for terrorist acts against Americans.

REUTER DNZ WB LD
Thu Nov 14, 1991 13:01

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WANTED BY THE FBI

CONSPIRACY TO DESTROY A CIVIL AIRCRAFT OF THE UNITED STATES;
CONSPIRACY TO DESTROY A VEHICLE USED IN FOREIGN COMMERCE BY
MEANS OF AN EXPLOSIVE; DESTROYING A CIVIL AIRCRAFT; DESTROYING
A VEHICLE USED IN FOREIGN COMMERCE BY MEANS OF
AN EXPLOSIVE; KILLING NATIONALS OF THE UNITED STATES;
AIDING AND ABETTING



Photograph circa 1988 to 1991

ABDEL BASSET ALI AL-MEGRAHI

DESCRIPTION

Date of Birth: April 1, 1952; Place of Birth: Tripoli, Libya; Height: 5'8";
Hair: black (curly); Eyes: dark brown; Weight: 190 pounds;
Build: heavy; Complexion: light brown; Sex: male; Race: white;
Nationality: Libyan; Remarks: Speaks Arabic and English. Interpol
International Red (Wanted) Notice #A529/11-1991 issued under Interpol
File #37621/91.

CAUTION

AL-MEGRAHI IS A LIBYAN INTELLIGENCE OFFICER OPERATING UNDER
THE COVER OF THE LIBYAN ARAB AIRLINES. HE IS BEING SOUGHT
FOR HIS PARTICIPATION IN THE 12/21/88 BOMBING OF PAN AM
FLIGHT 103, WHICH EXPLODED OVER LOCKERBIE, SCOTLAND.
A TOTAL OF 259 PASSENGERS AND CREW MEMBERS AND 11 VILLAGERS
OF LOCKERBIE WERE KILLED. CONSIDER ARMED AND EXTREMELY
DANGEROUS.

REWARD

REWARD OF UP TO \$4 MILLION: PROGRAM DEVELOPED AND FUNDED
BY THE AIRLINE PILOTS ASSOCIATION AND THE AIR TRANSPORT
ASSOCIATION IN COORDINATION WITH THE U.S. DEPARTMENT OF
STATE.

March 1995